

Board should be settled first, they said. The Santa Fe, the Chicago, Milwaukee & St. Paul, the Chicago, Rock Island & Pacific and the Chicago & North Western announced proposed reductions last night. The Northern Pacific and the Great Northern previously had announced conferences with their employees.

The Illinois Central had no official statement to make, but it was understood that this road and several others expected to take the same action as the other lines.

The only road besides the Chicago Great Western to specify the amount of reduction which would be sought was the Burlington. Hale Holden, president, said that the road planned to cut approximately 8 1/2 cents an hour of the pay of unskilled men, bringing it down to 40 cents an hour. The cut would vary in different districts, he said, and was simply an average.

Burlington officials said that the average pay of unskilled workers in other industries was 20 to 25 cents an hour and virtually all officials said that railroad pay must be placed on a par with that in other industries.

Western Roads Plan Big Slash in Wages

Cuts in Pay of Common Labor Proposed by Union Pacific, Santa Fe and Other Lines

OMAHA, March 11.—The Union Pacific Railroad has proposed a reduction of 18 cents an hour in the wage scale of common labor, it was announced today. The decrease would be from 48 to 30 cents an hour.

The proposal was submitted to labor representatives, who met with railroad officers here yesterday. Another conference will be held here on March 24, at which time officers will report back the attitude of their men on the proposal. Approximately five thousand men will be affected.

TOPEKA, Kan., March 11.—Notice that the Santa Fe Railroad has proposed a wage of 30 cents an hour for all unskilled labor was posted today. The notice said a conference with representatives of the workmen would be held March 24 to discuss the proposal.

ST. LOUIS, March 11.—The Washburn Railroad today issued an announcement that notice of a proposal to reduce wages from 48 to 30 cents an hour for unskilled labor was posted today. A conference of officials of the road and representatives of the employees probably will be held here next week to discuss the subject, it was added.

DENVER, March 11.—Officials of the Denver & Rio Grande Railroad Company today announced a further lay-off of 700 shovellers. The road has laid off more than 2,700 employees since January 1. No action has yet been taken to reduce wages, it was said at the company offices.

ST. PAUL, March 11.—Wage reductions ranging from 10 to 15 cents a day to a minimum of 25 cents are contemplated for unskilled workers by the Northern Pacific and Great Northern. It was alleged today.

All New England Lines Join in Wage Reduction

Executives of Lehigh Valley, N. Y., Ont. & Western and Other Roads Confer With Employees

The movement to reduce railroad employees' wages, which has swept over the transportation systems of the country yesterday spread to every railroad in New England. During the day it was taken up by the Lehigh Valley, the New York, Ontario & Western, and other roads running into the metropolitan district.

So far as could be learned, however, these roads are not following the New York Central, the New Haven and Pennsylvania systems in making a sweeping cut in all departments, but are making the initial reduction in wages of unskilled workers.

The first information regarding the attitude of the employees toward the proposed cuts came in a dispatch from Syracuse last night, in which it was said that delegates representing 40,000 railroad clerks and station employees will meet there Sunday in a secret conference. At this meeting sixty-seven branches from all over the state will be represented, and the result of the meeting will determine the attitude of the employees in case the reductions are put into effect April 1.

Boston & Maine Announces Cut

The meeting has been called by J. R. Robinson of this city, general chairman of the Brotherhood of Railroad Clerks and Station Agents. Each of the sixty-seven branches has an average membership of 600 men. The meeting will be held closed doors and only chairman of the branches will be permitted to attend. The purpose of the meeting is to obtain a general view of local sentiment throughout the state, and to issue instructions to the local chairmen as to the best manner to handle the situation.

From Boston came advice that the Boston & Maine Railroad issued a notice yesterday announcing a reduction of wages of certain classes of employees, including clerks, maintenance of way men, machinists and carpenters, effective April 15. The notice said that conferences would be arranged with representatives of the employees.

Rail Wages Advanced 90.2 P. C. Since 1917

The following table of the percentage of increased wages to various railroad employees throughout the country, granted during the period of government operation up to the present time, was obtained yesterday from the statistics of the Bureau of Railway Economics. It represents a total aggregate average increase of 90.2 per cent since 1917:

EMPLOYEES	PER CENT INCREASE
Clerks	82
Machinists	105
Bricklayers	105
Ironworkers	105
Carpenters	105
Painters	113
Electricians	115
Air brake	116
Car inspectors	118
Car painters	118
Section men	122
Overhead labor	124
Telegraphers	124
Station agents	124
Section men	124
Station master assistants	124
Yard engineers	124
Yard firemen	124
Yard conductors	124
Yard brakemen	124
Switch tenders	124
Other yard employees	124
Road freight engineers	124
Road freight framers	124
Road freight conductors	124
Road freight brakemen	124
Passenger engineers	124
Passenger firemen	124
Passenger conductors	124
Passenger brakemen	124
Other road employees	124
Locomotives and watchmen	124

Representatives of the employees met with representatives of the management of the Maine Central Railroad announced in Portland, Me., yesterday that a reduction of wages would be proposed soon to certain classes of employees, including clerks, mechanics, machinists, maintenance men, station men, and heads of departments. It is estimated that 4,000 employees will be affected.

Officials of the Lehigh Valley Railroad and representatives of 5,000 of its employees were in conference at Bethlehem, Pa., yesterday discussing the proposed reduction in the wages of common laborers. After a lengthy session the men promised to meet again March 22 for further consideration of the company's proposal.

A review of the wage scale of classified employees will be considered by the company later.

May Avert a Walk-Out

Representatives of the employees conferred with officers of the New York, Ontario & Western Railroad at Middletown, N. Y., yesterday on a proposed wage cut for unskilled labor. The conference lasted a considerable time, and at its conclusion both sides refused to comment. It was intimated, however, that there was a prospect of an adjustment without precipitating a strike.

A series of conferences was held yesterday at New Haven at which C. L. Burdo, general manager of the New York, New Haven & Hartford Railroad, met representatives of various groups of employees. The company officials said there would be future conferences with the fifteen groups into which the employees were divided, and these conferences would be in the nature of preliminary discussions. Finally there would be conference with three general groups combining the unskilled workers, the skilled workers and the skilled train workers.

At the conclusion of yesterday's conference the company issued the following statement:

It is not expected to settle anything definitely to-day, but future conferences will be arranged for. Other conferences with other classes of labor will be held up to April 15, at which time it is expected the labor situation will be satisfactorily settled.

Clark Opposed to Reduction

George H. J. Walsh and Eugene J. Grimes, representatives of the clerical unions, said yesterday that a canvass of Massachusetts, Rhode Island and Connecticut indicated the clerks were against accepting a reduction of wages. President E. J. Pearson of the New Haven yesterday officially denied the report that the company intended to propose a general reduction of 40 per cent. Men who were in conference with General Manager Burdo said the impression they got was that the cut would be around 30 per cent.

The directors of the West Jersey & Seashore Railroad, which comprises the Pennsylvania Railroad lines to all southern New Jersey points, yesterday in Philadelphia, decided to defer action upon the semi-annual dividend "until the business and financial conditions for the year can be more definitely ascertained."

U. S. Control Doubled Railroad Labor Costs

Expenditures for Services in 1920 Exceeded Entire Gross Revenue of Lines for 1917

The general economic situation of the railroads of the country was outlined yesterday in a series of statistics that were prepared from official sources by a railroad executive. As

analyzed by him they present in a new manner the effect of nearly three years of government operation.

"The wages of railroad employees in the year 1920 for the entire country," he said, "were \$3,000,000,000, as compared with \$1,739,000,000 in 1917. That was the direct cost of labor. When the indirect cost of labor is added to this it brings the total amount to more than four billions of dollars, or more than the total gross revenue of all railroads in 1917. The indirect labor charges are included year the cost of material and supplies such as coal, steel, ties, etc."

"The same statistics show that there were 261,000 more employees on the railroads when turned back to their owners than there were when the government took them over. An analysis of this increase shows that it affected chiefly the shop crafts, maintenance of way and clerical forces. In the former case there were 194,000 more men in the repair shops than when the government took over the roads, and despite this when the roads were returned there were 261,000 more men in the shops. The increase in the number of men in bad order, as compared with 1917, was 17.5 per cent in 1917. To-day there are 25.5 per cent in bad order, and this increase has been effected by sending the locomotives to the private repair companies."

"Since the return of the roads to their owners, during 1920, we have hauled 13 million more tons of freight than during the previous year with 1,000 more men in train service, and with substantially no increase in cars or locomotives. Since September 1 last the railroads have hauled off 380,000 men, and the roads are now being operated with 28,000 less employees than in 1917."

"Regarding the question of wages, there has been a general increase of 90.2 per cent since 1917, but this increase has been very unevenly distributed. It has gone chiefly to those departments where there was the greatest increase in personnel and has affected least the men engaged in the operations. There has been an actual decrease of 15 per cent in the pay of general officers getting \$3,000 a year and upward."

"As against the \$3,600,000,000 paid out in wages the total revenue of the railroads was \$6,225,000,000. The balance had to meet all the operating, maintenance and other charges of the roads."

"The railroads are still held in a highly artificial condition of standardization, rigidity and uniform rules of working conditions throughout the country with the exception of the rules governing train service. The blanket increase of wages that was spread over the entire country, irrespective of local economic conditions, has had to be supported by blanket rate increases. These were 15 per cent in 1917, 25 per cent in 1918 and from 40 to 45 per cent in 1920. The rigidity of the whole wage and rate structure has got to be changed up or else it will radically affect every commodity in the country for a long time to come."

"The high rates already have sent most of the transportation freight to the water lines. An illustration of this situation is given in the citrus industry, where the growers of the Pacific Coast and Florida can no longer afford to ship their fruit by rail in competition with Italy and other semi-tropical countries of the Mediterranean."

The statistics of this executive showed that of the 261,000 increase in the number of employees, approximately 164,000 were clerks and 25,000 in the maintenance of way departments.

They showed that the same condition obtained in the repair shops concerning cars that in relation to defective locomotives. In the case of cars needing repairs there were 5.2 per cent in bad order when the government took over the roads, while at the time they were turned back to their owners there were 6.5 per cent in need of repairs.

A. B. & A. Wage Dispute To Be Taken to Harding

Mediation Board Considers Receiver Refused Services Except With Reservations

ATLANTA, March 11.—Failure of mediation in the strike on the Atlanta, Birmingham & Atlantic Railroad was indicated today, when correspondence between the members of the Federal Mediation Board and Receiver B. L. Bugg was made public. It was shown that the mediators, Judge W. L. Chambers and Whitehead Klutz, considered that Receiver Bugg had refused to accept mediation.

Mr. Bugg, in his letters, contended that he could not accept any proposition which bound him to agree to pay wages beyond the power of the road to earn. Judge Chambers replied that the mediators continued the receiver's position to be one of refusal to mediate except with reservations, which they considered as impossible under the circumstances.

It was indicated by the mediators that they would present the facts in the case direct to President Harding and seek his aid in arriving at a settlement of the strike.

Colonel Bugg said today that plans were practically perfected for the resumption of increased passenger and freight service early next week, although he indicated that normal conditions would not be attained.

Governor Asks Aid to Develop Water Power

Special Message Outlines Plan for Use of Private Capital to Take Up Work and Sell to the Public

Favors Licensing Act

Would Create Commission, but Service Board Would Have Control of Rates

From a Staff Correspondent

ALBANY, March 11.—Maximum development of the state's water power resources by private capital, but with ample provisions for safeguarding the public's interests, is the policy presented by Governor Miller in a special message dealing with the water power situation and submitted to the Legislature today.

Legislation along the plan outlined by the Governor would provide for the creation of a state water power commission to consist of the Attorney General, State Engineer and Conservation Commissioner. This commission, however, would not be given regulatory powers as to rates and service, which the Governor would have vested with the State Public Service Commission, together with supervision over the capitalization of hydro-electric companies.

Governor Miller believes that the public would be best served if water power development is undertaken by private operation, but says that the door should be left open for state development in the event that capital should not be disposed to enter the field. He does not believe that the complications which have arisen out of the dispute between the state and Federal governments over boundary water control should permit delay in the harnessing of the more than 1,000,000 potential horsepower now flowing to waste on interior streams. As to the Federal government's claim to control over boundary waters, the Governor declares that, in his opinion, the Federal water power act is unconstitutional.

Steps Taken to Test Law

Steps already have been taken by the Attorney General to test the validity of this law. Although Governor Miller looks upon the act as an infringement upon the sovereign rights of the state, he believes that state legislation for water power development should follow along the lines of the Federal act, which, he says, appears to be carefully drawn to prevent the expenditure of public resources for private gain. He would prohibit the diversion and use of state waters without a permit with the exception of such diversions as are now actually and lawfully made.

In addition, the Governor recommends that the condemnation law be amended so as to facilitate the taking over of lands necessary to bring the water power development project to a culmination.

"The general benefit from water power development," says the Governor, "will be by taxation and cheaper cost of power. Under any proper system of safeguards the ultimate consumer will bear whatever taxes are imposed, and it does not appear to me to be wise policy for the state to seek to make the proposed development revenue producing beyond reasonable recompense for the use of state land and property and reasonable charge for the cost of administration. From the standpoint of revenue alone, the state is likely to gain most from a policy which will stimulate its industrial development. Of course, I am speaking of development of power for distribution to the public, not of private development for private use."

"I therefore recommend the passage of a licensing act along the general lines of the Federal act, with careful provisions to safeguard the public interests as hereinafter indicated."

Commission to Have Discretion

"In order to assure maximum development the act should confer discretion on the Water Power Commission so that licenses may only be granted for projects which provide for the maximum development of a given stream, watershed or territory."

The condemnation law in relation to this subject should be clarified and made more effective and I suggest that suitable provisions governing the exercise of the power of eminent domain by licensees of the state be incorporated in the act."

"State lands within the forest preserve will be required for approximately 100,000 horsepower of the possible development, but no more than is now permitted by Section 7, Article 7 of the state constitution for a reservoir for water supply and to regulate the flow of streams. Those purposes do not include power development and I recommend that an amendment of Section 7 of Article 7 of the state constitution be submitted so as to include power development among said uses, but retaining the present limitation of 3 per centum of forest preserve lands as the maximum to be used for any purpose."

Legislation to carry out the program recommended by the Governor probably will be introduced within the next few days.

43 States Attack I. C. C. Rate Power In Supreme Court

Arguments Begun in Test Case Against Authority of Board to Govern Tariffs Within Commonwealths

WASHINGTON, March 11.—Authority of the Interstate Commerce Commission under the transportation act to supervise railroad rates within the states was in turn denied and upheld in opening arguments to-day before the Supreme Court on the test case brought by the State of Wisconsin.

Attorneys for Wisconsin and the forty-two states joining in the proceedings declared the construction placed on the transportation act by the commission in exercising control over state rates to be "destructive of our dual form of government and contrary to the spirit of our Constitution" and to amount to "unified control over commerce."

Counsel for the railroads, in upholding the authority of the commission, declared that the states which have refused to approve rate increases within their borders to the level of interstate rates, as ordered by the commission, "not only are injuring interstate commerce, but are claiming an unfair advantage of their sister states who have acted liberally in the public interest."

The forty-three states joining in the proceedings are attempting to obtain an order vacating the injunction granted by the Federal courts to the Chicago, Burlington & Quincy Railroad preventing any interference with that road in its establishment of freight and passenger rates within the state of Wisconsin, as authorized by the Interstate Commerce Commission. Permission was given the various states to file briefs and to be represented orally through the attorney acting for all. They selected John E. Benton, general solicitor of the National Association of Railway and Utilities Commissioners, as their representative.

The importance attached to the case was illustrated immediately when the court allowed a total of nine hours for argument. M. B. Olbrich, special counsel for Wisconsin, who opened for the appellants, barely concluded his presentation of the case to-day and it was estimated that the remaining time will throw the closing argument late into the session of next Tuesday.

Dr. Bruce Scott, general solicitor of the Burlington, opened for the carriers, but had barely begun when the court adjourned until Monday.

Chief Justice White assured counsel that the case would be given the importance of the issue and would give every moment it could spare to hearing the case.

Banker-Politician Kills Himself

CHELSEA, Mass., March 11.—Harry W. James, former City Solicitor, vice-president of the National City Bank of Chelsea, and a member of the Republican State Committee, killed himself by shooting on his apartment at the City Hall to-day. He had been in ill health recently, but otherwise his act was unexplained. James was 53 years old.

Daylight Law Dead; Issue Up To Cities Now

Governor Signs Repeal of State Act, Giving Localities Right to Set Clock Ahead if They Wish

Referendum Is Sought

Brooklyn Assemblyman Continues Fight and Asks Vote by People in the Fall

From a Staff Correspondent

ALBANY, March 11.—State-wide daylight saving in New York State underwent a permanent eclipse to-day when Governor Miller signed the Lowman-Betts bill, repealing the act of 1918, placing the daylight saving law on the statute books.

The repeal proposal, which met with strong opposition from organized labor and business interests throughout the state, provides for local option by the various communities for the continuation of daylight saving.

The new law permits any city or village in the state to enact ordinances advancing the time one hour during the late spring, summer and early fall months. It is optional with the localities to fix the number of months of daylight saving, but the law stipulates no such ordinances must take effect earlier than the last Sunday in March or remain effective later than the last Sunday in October.

The objections to the new statute were based on two grounds: First, that the majority of the residents of the state wanted the daylight saving law continued, and second, that the local option feature would create general confusion, as some localities would adopt daylight saving ordinances and others would not.

The fight for state-wide daylight saving will be continued by Assemblyman James T. Carroll, of Brooklyn, who has introduced a bill which would submit the question to a referendum this fall. The act took effect in 1918, when the Federal government enacted the national daylight saving act as a war emergency. When the Federal government repealed the act, farmers in New York State sought to have the state law repealed. A measure to this end was introduced by Assemblyman Charles H. Betts, of Wayne, last year. It was passed after two unsuccessful attempts, only to be vetoed by Alfred E. Smith, then Governor.

Labor Federation Not to Interfere on Wage Cuts

From the Tribune's Washington Bureau

WASHINGTON, March 11.—It was made clear to-day at American Federation of Labor headquarters that the parent organization is to maintain a strict policy of "hands off" the wage reduction prospect before the railway employees of the country. Any possible strike action by the brotherhoods as the result of wage cuts is entirely in the hands of the joint committee of the sixteen railway labor organizations.

The Secretary Frank Morrison discussed the situation to-day with labor leaders here. He told them that the Federation of Labor believes the railway workers' committee, which represents the four big brotherhoods and twelve independent groups and twelve independent bodies, is competent to handle the problem unaided, and that any strike call would be issued by it and not from headquarters in Washington. The joint committee is under the guidance of William H. Johnston, of the machinists, and Warren S. Stone, of the locomotive engineers. Both are now in Chicago with the Railroad Labor Board.

Moving Train Robbed Of Silk in Jersey City

Thieves Break Into Express Car and Throw Loot From Door; Flee Without Spoils

Robbers got aboard an American Express train bound for Philadelphia and Washington over the Jersey Central late last night in some manner not yet explained, opened a door of one of the cars and threw off twenty and twenty-five packages of silk as the train was passing Van Nostrand Avenue, Jersey City.

The train was stopped and searched at the West Eighth Street station, Bayonne, but the men had escaped, probably at that point.

The train was a solid express bound for Washington by way of Philadelphia. It left the terminal in Jersey City at 11:10 p. m. As it slowed up slightly near Van Nostrand Avenue the train dispatcher in Jersey City and the latter had the train held for police from Bayonne Headquarters in West Eighth Street.

"Millionaire Waiter," Broke, Commits Suicide

Forced to Wash Dishes Where He Amassed Fortune, Schorke Turns on the Gas

Gustave Schorke, known in New York for many years as "the millionaire waiter," a patron of grand opera and a musician of more than ordinary talent, killed himself by inhaling gas, according to the police, in his room at 242 East Thirty-fourth Street, yesterday. He was found dead in bed. Two gas jets were open.

Schorke is said by the police to have engaged in speculations recently which involved him in heavy losses. He retired many years ago, supposedly with a comfortable fortune amassed during his service in Broadway restaurants as a waiter, but resumed work that was as a dishwasher in one of the places he formerly served as a waiter.

Schorke rented the small room which he died several weeks ago. Several large trunks, the police found an extensive wardrobe, including crush hats, full dress suits and fur-lined overcoats. Schorke is said to have returned home the evening before his death in a taxi cab, and a small amount of money was found in the room.

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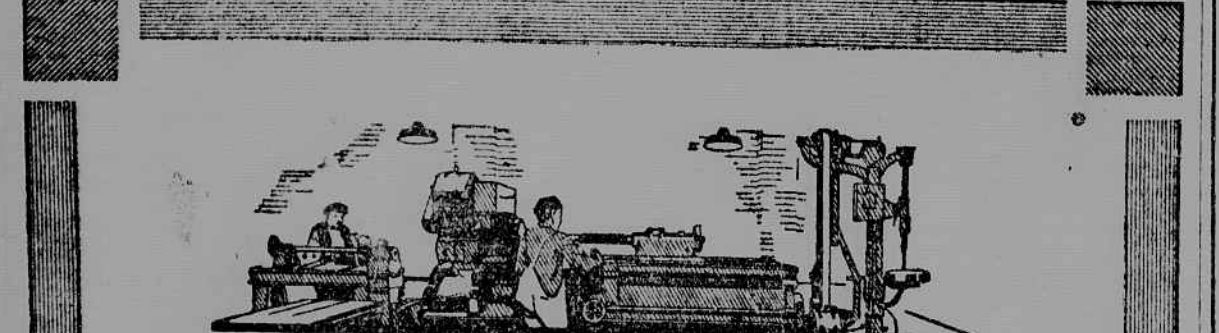
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